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(4)**Technical Inspection:** Items received from vendors/suppliers that require an operational or bench check before they are placed into serviceable stock.

(5)**New:** Unused aircraft parts, materials, and components that are manufactured under an FAA approved production system are as follows:

(a)Type Certificate - Parts, components, and material produced under an Approved Production Inspection System (APIS).

(b)Production Certificate - Parts, components, and material produced under an Approved Quality Control System.

(c)Technical Standard Order - Parts and appliances produced under an Approved Quality Control System.

(d)Parts Manufacturer Approval - Parts produced under an approved fabrication inspection system.

(6)**Repaired/Overhauled:** A used or out-of-shelf-life part or component returned to a serviceable condition.

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B.CERTIFICATION DOCUMENTATION

Documentation must be provided by the prime manufacturer or an authorized supplier of the prime manufacturer (vendor/supplier), to show traceability to the prime manufacturer and/or to the certificated repair station that repaired the item. This documentation must be in the form and content described below:

(1)All repaired/overhauled parts or components received from any source must have one of the following:

(a)A properly executed FAA Form 337, Major Repair or Alteration Data, or

(b)A certificated repair station's return for service tag, signed by an authorized individual identifying the part; and

(c)A work order document identifying the part/component, and a description of work accomplished.

(2)New material, parts, or components acquired from the prime manufacturer or authorized supplier of the prime manufacturer must have one of the following documents:

(a)A shipping invoice from the prime manufacturer to the FAA that identifies the item, or

(b)The manufacturer's serviceable parts tag, or

(c)A certificate of conformance signed by an authorized representative of the prime manufacturer, or

(d)A copy of the authorization from the prime manufacturer authorizing direct ship to the end user, or

(e)A properly executed Maintenance Release, or

(f)Any other document reflecting traceability of the item to the prime manufacturer.

VIII. STORES PROGRAM

(3)New material, parts, or components acquired from a vendor/supplier other than the prime manufacturer, must have one of the following:

(a)The prime manufacturer's serviceable parts tag, or

(b)A copy of the original shipping invoice from the prime manufacturer to the vendor/ supplier and a copy of the vendor/supplier shipping invoice to the <Your Agency>, or

(c)A certificate of conformance signed by an authorized representative of the prime manufacturer and a copy of the vendor/supplier shipping invoice to the <Your Agency>.

**NOTE:** Certificate of conformance signed by a vendor/supplier is not acceptable.

(4)New parts acquired from active military stock must have the same documentation required by paragraphs B.(2) or B.(3). If this documentation is not available, the part must be processed through a certificated repair station to establish conformance to type design, and compliance to all current airworthiness directives or returned to the source of purchase.

(5)New surplus parts from a commercial source may be accepted provided interchangeability, applicable airworthiness directive compliance, storage times and conditions, and shelf life can be established. Documentation criteria will be the same as that required for new parts.

(6)All common hardware (AN, MS, NAS, etc.), gaskets, "O" rings, clamps, hoses, and other similar expendable materials acquired from known reliable vendors/suppliers may be accepted, without documents traceable to the original manufacturer, provided they are properly identified by markings on the item or on the packaging. The vendor's invoice or packing slip may be used as the documentation for these items.

**NOTE:** Expendable items mentioned, acquired from military stock, are acceptable if they are properly identified by part number and packaged. Documentation will be the DOD/DLA shipping invoice. Identification by Federal Stock Number only is not acceptable.

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(7)All parts materials and appliances received, which are manufactured in a foreign country with which the U.S. has a bilateral agreement, must have an export airworthiness approval issued by the country of manufacture (Ref. FAR 21.501), attached to the part, material, or appliance.

(8)Used aircraft parts, components, or materials will not be accepted into serviceable stock, unless serviceability/airworthiness, and useful time remaining can be established.

C.INCOMING RECEIVING INSPECTION PROCEDURES.

(1)All incoming serviceable aircraft material, parts, or components will be placed in a secured area and inspected by a Quality Assurance Inspector (QAI) or designee.

(2)The QAI/Designee will perform and accomplish the following:

(a)Ensure the part number ordered matches the part received.

**NOTE:** If part received is not the same part number as ordered, justification must be received with the part to substantiate the substituted part number received.

(b)Ensure the part or material is in good condition and conforms to specifications and standards.

(c)Ensure the state of preservation, cure date, or storage limitations of items with a limited shelf or storage life are within limits.

(d)Ensure certification paperwork or data is correct for applicability and acceptance requirements as stated in paragraph E.(4).

**NOTE:** The QAI/Designee will not make determinations of compliance with Purchase Order clauses, other than those relative to airworthiness certification.

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(3)Rejected items will have discrepancies noted and attached to the items packing slip, and a rejection stamp placed on the incoming invoice. This stamp will contain the name of the person rejecting the item, date, and reason. These parts will be placed in the "Rejected Parts" storage area until serviceability is established.

(4)Accepted items will be indicated by the QAI stamp on the appropriate documents (maintenance release, work order, packing slip, etc.).

(5)The documents identified in item (4) above will be maintained as a permanent record of serviceable stock material inspection and will be filed after computer input (stock material program) by Stores personnel.

(6)All parts and materials which are, "Direct Shipped" to using activities will not have undergone the receiving inspection procedures described above. It is the responsibility of the using activity to perform the receiving inspection on all direct shipped parts. The inspection will consist of all requirements stated in C.(2).

D.INCOMPLETE OR MISSING DOCUMENTATION.

(1)On occasion components are received by the using activity with the serviceability documentation missing. When such parts or components are received and the aircraft is out of service "Aircraft on Ground" (AOG) the following procedures may be applied to preclude further flight delays.

(a)The Supervisor of Maintenance is responsible to contact the vendor of the part or component in question. This telephonic contact will be for the purpose of ascertaining availability of documentation to verify serviceability of the component.

(b)If serviceability can be verified and the necessary documentation either replaced or duplicated, the component may be installed and the aircraft returned to service pending arrival of the documentation.

(c)The Supervisor of Maintenance will document availability of the parts documentation on memo or "Record of Conversation", and provide a copy to maintenance personnel as approval for return to service.

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(d)Maintenance personnel may install the component and approve the aircraft for return to service.

(e)The aircraft may be operated for a period of time not to exceed five calendar days or 25 operating hours from the time the component was installed.

(f)If documentation has not been provided at completion of the NTE time frame, the component must be removed from service. The approving authority as shown in (c) above is responsible to ensure that the part or component is not operated beyond the NTE time without the proper documentation.

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4.STOCK LEVELS.

A.GENERAL.

The <Your Agency> requires a minimum level of certain items to maintain aircraft in serviceable condition. The items shall be stocked at the level indicated at all times. **(ICAP Comment: This is important to ensure that contractor has items on hand. This should be part of the "Statement of Work." Too much ground time results from contractor or in-house maintenance not having adequate stores program. Do not let contractor drive your agency; you drive the contractor.)**

B.MINIMUM STOCK LEVELS (Example)

(1)Tires(1)Tires(1)Tires

Boeing 727 Nose Tires-4 each

Boeing 727 Main Tires-8 each

Sabreliner Main Tires-16 each

Sabreliner Nose Tires-8 each

(2)Brakes

Boeing 727-6

Sabreliner-10

(3)Lights(3)Lights

Boeing 727, # 4551, Taxi Lamps-10 each

Boeing 727, # Q4557, Inboard Landing Lamps-10 each

Boeing 727, # Q4559, Outboard Landing Lamps-10 each

Sabreliner, # 4581, Landing Lamps-15 each

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5.GOVERNMENT FURNISHED PARTS (GFP)

A.GENERAL.

Transfer of aircraft within the U.S. Government is frequently accompanied with the transfer of spare parts and component inventories. These can represent significant investments. Additionally, Government aircraft utilize the same repair facilities and contractors to conserve funds and reduce inventory requirements.

Government furnished parts shall be used when available provided they are properly identified or the <Your Agency> Supervisor of Maintenance has concluded that the parts meet the criteria established in this Chapter and Chapter/Section III.8.F.

B.DEVIATIONS

The <Your Agency> mission requirements may dictate that parts be used where full documentation of GFP is not readily available or the part cannot be traced to it's original manufacturer. In these cases, the <Your Agency> Supervisor of Maintenance will follow the procedures established in Chapter/Section VIII.3.D of this manual.

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IX. SECURITY PROGRAMS

1.MAINTENANCE SECURITY PROGRAMS

A.GENERAL

Security is an essential element of the <Your Agency> Maintenance Program. Government property often becomes the target of sabotage for numerous reasons. At times government property presents a target of opportunity for groups attempting to gain visibility for their movement. Operations and servicing of its aircraft throughout the U.S. and foreign territories exposes <Your Agency> aircraft to environments that have varying degrees of security. Personnel performing maintenance on the <Your Agency> aircraft shall be aware of and look for any unusual conditions. If such conditions are found they should be reported immediately to the <Your Agency> Supervisor of Maintenance. Unusual conditions may be suspicious looking objects, signs of tampering, or intentionally inflicted damage to areas such as pitot static heads, primary structures, engine inlet or exhaust area, and damage to windows, as examples. **(ICAP COMMENT: Law Enforcement agencies may need to add additional guidelines due to additional requirements in this area.)**

B.<Your Agency> HANGAR SECURITY.

Routine security measures are imposed on personnel entering the <Your Agency> Hangar from the main entrance. Maintenance personnel should be vigilant to unauthorized vehicle or pedestrian traffic and aircraft movements on the <Your Agency> Hangar Ramp. Any unusual movements should be immediately reported to the <Your Agency> Supervisor of Maintenance.

C.MAINTENANCE ON <Your Agency> EQUIPMENT AWAY FROM HOME BASE.

Personnel, including contractors, performing servicing and maintenance on <Your Agency> aircraft away from the <Your Agency> Hangar are expected to provide the same level of security for aircraft and equipment (see Section A, General, above) as is provided at the <Your Agency> Hangar in <Location>.

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IX. SECURITY PROGRAMS

2.BOMB THREATS

A.GENERAL

Any employee receiving or learning of a bomb threat or other sabotage threat to an aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency> will immediately notify their supervisor who will advise the Chief, Air Operations Division, giving complete information as to the threat. The supervisor will then advise all personnel of the threat and any action directed by the <Your Agency Aviation Title>.

If the threat concerns a specific aircraft or flight, the supervisor, upon approval by the <Your Agency Aviation Title>, will notify the Air Traffic Control Tower of the threat.

B.POLICY.

<Your Agency> maintenance employees, including contractors providing maintenance support to the <Your Agency>, shall cooperate fully with the FBI (which is responsible for investigating bomb threats), the local police, and the FAA.

<Your Agency> will assist in any way possible in the prosecution of violators of federal laws, by cooperating with the federal authorities to the fullest. Contractors, too, are expected to cooperate fully with the investigation and prosecution of these violators.

C.EMPLOYEE PROCEDURES.

If a <Your Agency> employee, or employee of a <Your Agency> maintenance contractor, receives a telephone call regarding a bomb being aboard or threatened to be placed aboard an aircraft, or in the vicinity of any <Your Agency> aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency> they will:

(1)Signal another person in the office to call the telephone company to have the call traced.

(2)Question the caller, using a number of questions that have been designed by AOD Security to aid in prolonging any threat call in an attempt to trace the call, identify the caller, and to determine valuable response information for us by authorities. (Reference Chapter/Section IV.2.I, form <Your Agency> GMM BTQ)

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(3)Obtain as much information as possible and take exact notes. Be alert for accents, background noises and any indication that the caller is a juvenile, intoxicated, mentally disturbed, or unusually familiar with the operation and schedule of the <Your Agency Aviation Title>.

(4)Immediately notify their supervisor who will advise the Chief, AOD, giving complete information as to the threat received and action taken to this point.

(5)Immediately report their actions in a written statement, including all statements made by the caller verbatim, if possible. This report should be forwarded to the Chief, <Your Agency Aviation Title>, through proper channels as soon as possible.

Questionnaires should be available for ready use in each office where calls are received from the public.

Questions should be spaced so as to enable the caller's responses to be written in the appropriate area. Supervisors are responsible for maintaining the questionnaire in sufficient quantity to satisfy local needs.

D.BOMB THREAT SEARCH AND INSPECTION.

When a bomb threat search is to be conducted on any aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency>, maintenance personnel will assist when requested by the <Your Agency> person in charge. The search will normally be conducted in accordance with the following procedures:

(1)Appropriate measures will be taken to clear the danger area of personnel. The passengers will be evacuated from the aircraft. All personnel in the vicinity of the Hangar or equipment being threatened will be evacuated. If the aircraft is in the <Your Agency> Hangar the passengers and other personnel will be removed from the Hangar. If the aircraft is airborne the passengers will be deplaned at the direction of the Pilot-in-Command . If the aircraft is taxiing but not airborne, the Pilot-in-Command will issue instructions for evacuating the aircraft, which may involve emergency evacuation and the removal of any onboard personal items.

(2)The local FBI, FAA, and Airport Manager will be notified by the most expeditious means. When direct contact with these individuals is not possible, the Pilot-in-Command will advise Air Traffic Control and ask their assistance.

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(3)The aircraft or ground equipment will be located to a remote area as directed by the Airport Manager or <Your Agency> person in charge.

(4)If passengers are involved they may be moved to a search area.

(5)Cargo aboard the aircraft may be removed.

(6)A complete search of the aircraft threatened will be conducted. Assistance from experts will be requested to handle and dispose of any bomb or suspected bomb found.

**UNDER NO CIRCUMSTANCES WILL ANY SUSPICIOUS OBJECT OR BOMB BE TOUCHED, HANDLED, OR DISTURBED IN ANY MANNER BY ANY MAINTENANCE EMPLOYEE, CONTRACTOR OR OTHERWISE.**

(7)If no bomb is found in the luggage, cargo, or any other area and circumstances are such that a bomb could have been hidden within the aircraft itself, a maintenance inspection may be performed in accordance with the Bomb Threat Inspection form (Reference Chapter/Section IV.2.J, form <Your Agency> GMM BTI). The <Your Agency> person in charge will direct maintenance to perform the inspection, if required.

Maintenance personnel will provide support to the bomb threat inspection team as directed by the <Your Agency> person in charge.

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